



THE TREVITHICK SOCIETY

KOWETHAS TREVITHICK

NEWSLETTER 185 AUTUMN 2019



Congratulations to Rev. Colin Short who was made a Bard of the Cornish Gorsedd at St Just. Colin has been a Society Council member and was the Programme Secretary.

Reg. Charity No. 1,159,639

EAST CORNWALL BRANCH

It is a huge matter of regret that Council are considering closing the East Cornwall Branch due to the lack of a local organiser. The East Cornwall Branch has been meeting for over thirty years and it would be a terrible shame if it has to close for the lack of someone local to meet and greet speakers and to provide a point of contact.

Whilst Dave Crewes, our Programme Secretary, can continue to provide a programme of lectures, this alone is not sustainable, and thus there is a desperate need for local assistance at the Liskeard meetings.

If anyone would like to become the East Cornwall Branch local organiser please contact Dave Crewes (address on page 19) or make yourself known at forthcoming East Cornwall Branch meetings.

NEW MEMBERS

The Society gives a very warm welcome to the following new members and looks forward to meeting them at any Society events:

R. Shearer	Penryn
J. Swarbrick	Camborne
J. Breslin	Launceston
C. Sandry	Camborne
T. Davison	Blisland
M. Legg	Gulworthy
J. Bovis	Haywards Heath

COURTNEY ROWE MBE

We are sad to report the death of Courtney Rowe on June 25th at the age of 88 years. He served this Society admirably and was the Publications Secretary from 1993 to 1999. Courtney, a Lizard man born and bred, was apprenticed at the Telecommunications Establishment at Malvern then attended Bristol University obtaining a First Class Honours degree in physics after which he spent his career in design and management in the aerospace industry, being awarded the MBE in recognition of his services. In retirement Courtney took a keen interest in Marconi and the communication industry of Cornwall. Our thoughts are with Gillian at this sad time.

We are also sad to report the recent deaths of two members M. Trott and M. Churly.

KJTR

LETTER TO THE EDITOR

Dear Editor,

I refer to the recent TV programme on BBC Four entitled "Revolutions ...", presented by Jim Al-Khalili. Specifically, the second programme, dealt with the history of the motor car. You may think it appropriate for the Society to make some response to the BBC concerning this episode.

I admire Jim Al-Khalili's presentations and this history of the development of the automobile was as

Copy date for next newsletter:

December 15th 2019



Established 1935

interesting as ever - with one astounding omission. The programme jumped from Watt to Benz in one giant leap. Why did they not mention the first working self-propelled vehicle? Why did they miss the opportunity to show the Puffing Devil in action?

Moreover, like so many historians, they lamely copied the usual myth about the significance of James Watt in the history of the industrial revolution. To have mentioned him at all in the history of the car was quite irrelevant.

Geoffrey Jago

Dear Editor,

Many thanks for the newsletter. Looking forward to reading it on a cold winter's evening here in New Zealand. Reefton, where I live, originally had a large community of Cornish miners and one of the local mines even had an on site settlement called Cornishtown.

Another one of the deep gold mines brought out a number of Cornish miners to help alleviate a shortage of local miners, who preferred to work in the local coals where they were better paid and didn't risk suffering from silicosis, the quartz dusting of the lungs.

I still have an extensive library of Cornish mining books which have travelled with me around the mining world supplemented by the hardcopy newsletters. I am also a member of the Australasian Mining History Association, which continues to have a number of articles published with a Cornish involvement/background.

I am the New Zealand representative on the Australasian Institute of Mining and Metallurgy Heritage Committee.

John Taylor

Subsurface Investigations and Mineral Resources Consultant

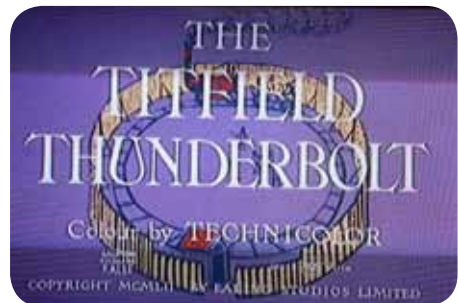
THE TITFIELD THUNDERBOLT

Whilst watching an unremarkable 1953 film, *The Titfield Thunderbolt*, I was amazed to see Trevithick's 1808 Catch-me-who-can locomotive being used as the backdrop to the opening sequences, as can be seen in the two screen shots below.

The 1808 Catch-me-who-can engine was the world's first fare-paying passenger train, which ran on an enclosed circular track near Gower Street, in London, for about three months. It was a speculative attempt by Trevithick to promote the concept of the steam railway. Unfortunately he was too far ahead of his time, and in 1808 they could not make the rails strong enough to carry the weight of a locomotive.

Nevertheless, Trevithick provided a glimpse into the future, and the artists at the Ealing Studios clearly appreciated its significance.

CNF



W.E.S.E.S. RALLY

I have seen rain before but not quite like we had on the Friday! Thirteen hours of it with a brisk wind. It was a relief to arrive on the Saturday morning to find the tent still there. The atrocious Friday meant that the show ground only had a few dozen visitors and we did not open for business. To compensate the Saturday and Sunday were much better days and we welcomed a considerable number of visitors and members to the tent. We were in a different position on site this year and had to ask that the nearby stationary engines were moved as we were being choked by exhaust fumes and their noise made conversation almost impossible. Not a good move and lack of thought on site planning!

Thanks to members who helped during the West of England Steam & Country Fair; namely Dave Crewes, Phil Porter, members of the Strange family and Barbara Tripp.



KJTR



PUFFING DEVIL

The Puffing Devil was in steam all three days of the W.E.S.E.S Rally thanks to the considerable efforts of Ralph Ingham, Trevor Reeve, Paula Grayson and John Sawle. It was even steamed on the Friday when conditions were described by Ralph as “a tad moist” and few other outside attractions braved the downpour.

Thankfully Saturday and Sunday were much nicer, the crowds turned out and the Puffing Devil crew were able to steam with an audience. Two very good days then ensued with a steady stream of onlookers wanting to know all about the engine; its significance, its history, the mechanical operation and often asked ‘What was it for?’. During the weekend a lot of holidaymakers, who had never seen the engine before, were visibly fascinated by what they saw.

I was due to help out on the Friday, but my father was hospitalised, so I was unable to assist until the Sunday.

Consequently, I would like to take this opportunity to thank the aforementioned crew for all their assistance during the Rally, and their remarkable dedication during Friday’s monsoon.

The Puffing Devil is now in store for the winter, during which time it will undergo the second ten-year boiler test, which is more extensive and exacting than the annual test. We also intend fitting a blow-down cock to the boiler to replace the drain plug beneath the fire-box at the front of the engine.

The next public appearance will be on Saturday April 25th, Trevithick Day 2020.

Finally, at the Crofty ‘39 event (see page 9) a poster was displayed asking for help with the engine, as our crew numbers are decidedly small. This resulted in one person coming forward who should swell our ranks in 2020.

CNF

Trevor Reeve and Ralph Ingham



Photo: Tania Bird

CONFERENCE CALL

IEEC Conference: 15th – 17th May 2020 at the Black Country Living Museum, Dudley, West Midlands

To commemorate the 200th anniversary of James Watt's death on 25th August 1819, two important steam engine history conferences have been organised. The first one took place at The University of Birmingham at the end of August 2019. However, below are details of the 2020 Conference. Trevithick Society members are very welcome to offer papers for this Conference on any engine subjects of 'largely' pre-1812 date – please discuss as soon as possible with IEEC Conference editorial team on admin@earlyengines.org or organizer Steve Grudgings: steve.grudgings@btinternet.com or 07768381502.

The International Early Engines Conference runs from 15th – 17th May 2020. The purpose of the Conference is to provide a continuing forum for the presentation and discussion of new research into steam engines prior to 1812.

Conference Arrangements

Registration for delegates opens on Friday morning – 15th May 2020.

The Conference programme will run from 12 noon on Friday 15th May 2020.

Proceedings will close at 12 noon on Sunday 17th May 2020.

There will be approximately twenty presentations: long papers (30 minutes) and shorter research updates (10-20 minutes). There will also be visits to local industrial engine sites and the fabulous BCLM museum itself. Catering will be provided and relevant publications will be on sale. As with the inaugural IEEC Conference in 2017, the proceedings of the Conference will be published in the International Journal for the History of Engineering and Technology.

Booking Options

Booking for the conference includes whole Conference and day delegate options.

- Full Conference Ticket - £135 which includes all papers, lunch and evening meals on Friday and Saturday, coffee and tea on all three days, plus copies of Conference Transactions.

- **Friday 15th May**

Day only - £40 includes papers, lunch, tea and coffee

Day and Evening - £60 as above, plus evening meal at Sandfields and coach to and from Dudley.

- **Saturday 16th May**

Day only - £45 includes papers, lunch, tea and coffee.

Note that in the evening we also hope to have access to the BCLM's Red Night.

- **Sunday 17th May**

Day only - £30 includes papers, tea and coffee.

An Early Bird discount of 10% off the above prices applies for bookings received before 31st November 2019.

Please use the Booking Form available on the web-site which provides details of the options and how to make payment. Any queries to admin@earlyengines.org.

www.earlyengines.org/ieec2-2020-conference/



THE MINERS' TOIL AND THE LABYRINTH

A Historical Tour of the Botallack mining area with Len Phillips.



For centuries two truths universally acknowledged by every man, woman or child with even the slightest of mining savvy across the breadth of West Penwith went thus. Firstly - ignoring bitterly acquired advice, being determined to throw vast amounts of speculative cash down a hole - is not a good idea. Secondly, compounding the folly of the first idea by wasting even more cash in digging a massive new hole to throw your money into, when there are plenty around already going for free, is just plain silly. And then spending even more erecting a redundancy-in waiting power-station or later a winding-gear headstock above it in the mid 1980s - the tale of the Allen's Shaft is aptly cautionary - Brexit anyone? A salutary landmark to speculative madness, hubris, not least some skuldiggerish share-manipulation straight from the South Sea Bubble/Railway Mania manual.

Peter Joseph's superb *Hard Graft - Botallack Mine in the Twentieth Century*, published by The Trevithick Society, is essential reading and of inestimable value as a precursor or compelling follow-up to Len Phillip's wonderful guided tour of the the area. Pay attention now, there will be questions at the end.

It would be churlish to attempt to steal Len's thunder by relating in any detail how the tour unfolds with the handy help of his laminate folder of illustrations. He has an abundance of facts at his fingertips that are peppered with sometime spell-binding anecdotes that get near to suspecting they must be a wry Cornish leg-pull. Firstly, Len pointed out a rather grubby looking small quarry-hole that marked some of the original landward sub-surface workings before prompting a reverse direction following the vein/lode diagonally down and eventual below the sea-bed. Much neglected and attracting some occassional unsavoury activities its historical importance being more honoured in the breach than the observance.

Did they really construct a Heath Robinson wooden-trestle incline-plane to shift men and ore to and from one of

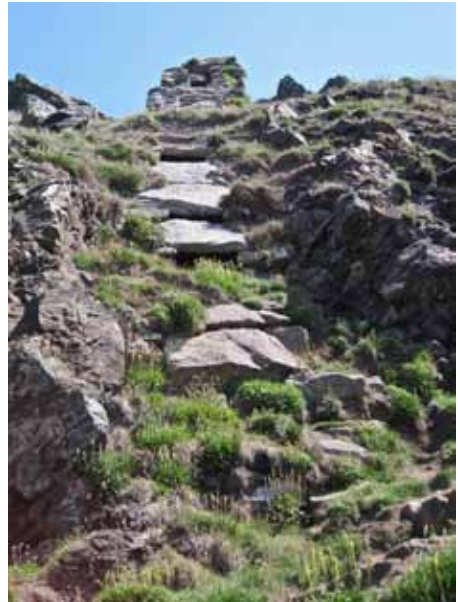


The Crowns engine houses (there's an inevitable grim outcome)? Did a Princess Royal descend down a shaft, cock a snook to royal protocol, remove her still pristine white gloves and quaff a glass of bubbly? In a delicious 'coals to Newcastle' scenario, the subsequent tourist rush to Botallack, at a guinea a pop, raked-in more money in than what ever was coming out of the ground. Take your pick, so to speak.

Did thousands of locals and others flock to watch heaving and frothing teams of horses, ponies, even maybe geese, goats and the emptied pub to reverse-lower a boiler down a cliff? Those were the good times - for a while at least. Oh, and there are the remains of a diagonal, slabbed chimney flue that still hugs the cliff-face. A photograph of miners ascending ladders from sea-level to cliff-top - after a day's shift in all weathers is near stupefying. Cornish miners were adept at excavating diagonal shafts particularly when they began to reach 'below adit' and wouldn't you just know - Messrs Boulton & Watt arrive seductively furnishing their latest brochure.

Back up in Birmingham as Watt's bicentennial is being celebrated by The Lunar Society/Library of Birmingham, the question as to whether their rigorous and litigious enforcement of patent protection inhibited technical developments is still being heatedly debated. One author of academic authority addressed this question with philosophical pragmatism: If a Cornish inventor (Trevithick/Newcomen notwithstanding) were in the same position as B&W, would he have altruistically waved his lucrative patent rights for the greater good of his fellow county-men? You were warned there would be questions!

Len is in his element, and more, so to speak, as we learn that the flip and shift between copper and tin was finely balanced and demanded very different processing methods. That there was a ferocious independence of spirit and damn hard graft from men, women and children respected for their skills and intuitive feel for what 'wealth' the extracted ore would yield.



The studied photo portraits of the Bal Maidens in their pristine, signature clothing belie what they must have looked like after a January afternoon shift cracking rocks exposed to an ice-needled Atlantic storm. With a theatrical sense of timing, Len leaves the best to the last - the tin-floors, buddles, calciner-furnaces and, straight from The Coliseum's subterranean dungeons, the labyrinthine sulphur/arsenic condensing chambers.

<https://www.nationaltrust.org.uk/botallack>

John Kennedy



SOUTH CROFTY '39

We had an interesting celebration with good crowds on August 31st. Part of the event was to remember the miner's strike of early 1939. This was not the usual format of strike action by men against the management but two sets of miners with opposite viewpoints withdrawing their labour. The situation was well illustrated by member Allen Buckley who had previously addressed the Society's August meeting on the subject. As he explained at the lecture he had tried to research the situation back in 1982 when he wrote his volume on South Crofty Mine but met with much reluctance by miners to talk about it at that time but now, with the passing of time, feelings have changed. The writer also made a contribution with a presentation on mine buildings of Cornwall.

The Society's Puffing Devil crewed by Colin French and assisted by Sonia French was also in steam for the day and, as always, created much interest with the visitors.

KJTR



The Heartlands site in Pool, Cornwall was the venue for the recent 'South Crofty '39' event held on 31st August, 2019. With a guest appearance from the Puffing Devil, which, as always, drew crowds throughout the day and the Trevithick Society message was once again spread far and wide in our community.

Commemorating a very successful miner's strike in 1939 which secured improved working conditions and pay, the day was a celebration of our Cornish Mining History.

Sandy Easterbrook and Mark Newman, both Trustees of the Society organised the day in their roles as President and Secretary respectively of Cornwall Trades Union Council (CTUC).

Bryher's Boys singing



The CTUC planned the day, and also provided the finance to make it a free experience for all who came to find out more about our mining history.

The day was well attended with people enjoying many different attractions throughout the event. Acting as MC for the day, Sandy Easterbrook started the programme with a heart felt rendition of 'Cornwall Forever'. Speakers talked about our mining heritage, both at home and abroad. Kingsley Rickard's presentation explained the many different types of mine buildings left behind and still visible in our landscape. Dialect stories from Trevor Smitheram delighted the audience and ex-Crofty miners Mark Kaczmarek and Allen Buckley's tales of life underground gave a sense of realism to the day.

Musical contributions by Bryher's Boys, Camborne Town Band, Holman-Climax Male Voice Choir, Red River Singers, Thraw'd T'gither Aginn and Farrell Family enthralled the audience and often had them singing along to well known traditional Cornish tunes. Never more so than Bryher's Boys singing outside next to the Puffing Devil, and the Puffing Devil joining in where appropriate!

Those wishing to see a clip of this can follow this link:

<https://photos.app.goo.gl/h7u4dhLAdxE3Uycq6>

Sandy Easterbrook and Mark Newman

When the Puffing Devil was first invited to attend the Crofty '39 event, the intention was that it should have been driving up and down, so those attending would have one of the rare opportunities of seeing it moving around. Unfortunately, a few days before the event Sean Oliver had an accident and wasn't able to drive the engine. Thus it remained on its trailer as a stationary exhibit. So, I apologise to those who came along to see the engine driving around in front of Robinson's shaft.

CNF



STREET FURNITURE

Whilst visiting Truro earlier this year I noticed a number of drain covers marked with yellow crosses, which were presumably earmarked for replacement. Sadly they were examples of castings made by Cornish foundries which, though diminishing in number, can still be found gracing Cornwall's streets. This prompted two thoughts:

1. There should be a register or database set up to record the location of the remaining castings.
2. There should be a mechanism to preserve such castings, should they become defunct or need replacement.

The Council decided:

- it would be good to make a record of such castings
- the Society should contact Highways about the long-term future of this unique heritage
- that the creation of such an inventory would make an excellent project for Cornish schools.

Should any member come across other Cornish drain covers please email photos to whealagar4@gmail.com with details about the location.

CNF



The drain cover in Truro.



One spotted in Bude.

Two others seen in Truro.



NATIONAL TRUST NEWS FROM LEVANT, TIN COAST AND EAST POOL MINE

It's been a steady season to date with figures generally comparable with 2019. The engine and steam plant at Levant has been steaming regularly following its annual boiler inspection and 'fit to run' certification and we are looking forward to seeing further energy efficiencies on top of the 30% made last year following the work undertaken by John Woodward. The more we can do to reduce our oil consumption is both environmentally responsible and frees up more of our charitable resources to undertake conservation work to protect this amazing piece of industrial heritage. Work has recently been completed to erect safety fencing around the area of cliff collapsing into the mine below the car park and to repair and replace where needed the fencing around the engine houses. We have just commenced the quinquennial survey at Levant (to include Higher Bal) which will enable us to plan the next 10 years of maintenance to the structures and infrastructure on the site. A quinquennial survey is also just about to be commissioned for East Pool Mine for both the Taylor's and Michell's sites.

You will no doubt have noticed that Michell's whim at East Pool has not been running this season. One of the bearings on the winding drums has disintegrated and, with the flywheel and drums requiring lifting to repair, we have taken the decision to investigate a much larger piece of conservation work rather than just looking to replace the bearing. This is going to involve substantial fund-raising and will probably mean the whim will be stationary until 2022. It will however give us the opportunity to tell the story of the saving and conservation of the engine and to celebrate the work of the Cornish Engines Preservation Society, which

became the Trevithick Society.

We are about to commence work on conservation management plans (CMP) for both East Pool and Levant and would welcome input from the Society. We will soon tell you how to share your thoughts and knowledge with the contractors who will be carrying out this important piece of work. The CMPs subsequently produced will be vital pieces of work guiding and informing how we best conserve and develop the sites in the future.

At Botallack we are installing some new interpretation of the mining landscape using augmented reality technology. Visitors will be able to use a tablet device to view a 3D stone map of the cliffs and the device will augment the model with a representation of Botallack in the early 1860s. This first trial stage is already in place and will be followed with a much more detailed second version in six months and even a virtual reality underground experience. The European funded Interreg project is a partnership co-ordinated by Exeter University Business School and will help us tell the story of the Tin Coast in a new and engaging manner that may well have options to use at other mining sites.

We recently spent a day at Kew where we met with Ed Fagan, Kew's site and collections manager, to talk about engine conservation in what I hope will be an ongoing relationship. It was an informative visit hearing about the processes they use that leads to decisions to either steam, preserve as static or retire out of steam. We will shortly be carrying out a conservation plan on both Michell's whim at East Pool and the engine at Levant using the model developed by Kew which is informed by the recommendations of the Association of British Transport & Engineering Museums. This will help us better understand how best to conserve and run these engines into the future and help us make informed decisions.

It's also a very important year for Levant with the centenary of the Man Engine Disaster coming up in October. We have been working with descendants of those who lost their lives who are planning a fitting and dignified commemoration of the event. Levant will be closed to general visitors on the day and more information will be published soon on what will be happening and how to attend.

I'm pleased to take the chance to introduce you to our new Property Operations Managers at East Pool and Levant/Tin Coast. At East Pool it is Justine James who comes to us with lots of experience with the National Trust in the north-east. At Levant/Tin Coast Charlotte Tomlinson, who many of you will already know, has taken up the Property Operations Manager role for our Tin Coast sites.

We're always on the look-out for volunteer engine drivers, tour guides and visitor welcome assistants at both sites and also looking for Augmented Reality Assistants at Botallack. So, if you're interested in helping please contact Charlotte or Justine.

And lastly, as a relative newcomer to the National Trust in west-Cornwall, it hasn't escaped my notice that there has been some disquiet expressed in previous newsletters about the Cornish engines

in our care. It goes without saying that I disagree with much that has been said but would like to take the opportunity to say that our commitment to the care and conservation of these astonishing places is as strong now as it was when we took them on in 1967. We're always open to constructive discussion and recognise that our commitment to care for these places for ever, for everyone, builds on the far-sighted work started in 1935 by the Cornish Engines Preservation Committee.

James Breslin

Operations and Development Manager

KRESEN KERNOW

Kresen Kernow: Cornwall's new archive centre has opened. It is constructed in the Brew house of the former Redruth Brewery and now houses, state-of-the-art facilities, 1.5 million records covering 850 years of history. This includes over 1000 documents, concerning Redruth Brewery, which has been loaned by the Society.

Funded by the National Lottery Heritage Fund and Cornwall Council, Kresen Kernow hosts:

- bright and airy research rooms
- exhibition spaces
- learning rooms
- fully equipped digitisation and preservation suites



Kresen Kernow

MAINTENANCE AND RESTORATION WORK TO LEVANT WHIM III

For the past three years any maintenance/restoration work carried out on the Levant Beam Engine has required a written report. The reports are then forwarded to the National Trust Archives, in both paper and digital format, to form part of a permanent record of the engine. The National Trust has now kindly given permission for The Trevithick Society to reproduce them in its newsletters.

The individual reports have been amalgamated into sections to cover their engineering assemblies. The work featured in the previous two newsletters was completed during the 2016/17 winter lay-up, with the work shown in this edition being carried out during 2017/18.

All the large parts were machined by Robin Statham (proprietor of Chapel Engineering at Leedstown) together with his fellow engineers.

All work on site was carried out by myself and Michael Penberthy.

John Woodward

AIR PUMP BRONZE DIAPHRAGM CASTING

A brass symbol from a drum set had been utilised to replace the missing casting. This had been attached to a brass hub which in turn appeared to be part of a stuffing box for a 53/8" dia. shaft.



Pattern made and a 40 kilo bronze casting poured. This was machined to fit and a number of holes drilled through the face of the radius to prevent the build up of mud.



AIR PUMP STUFFING FOR THE VALVE CASTING

The 1" sq. P.T.F.E. rope was found to be too rigid to allow fore and aft movement of the pump rod due to the arc of the beam. To rectify this, as many as possible, 1/2" dia. holes were drilled vertically into the rope. In addition, two lopes of 16mm dia. soft woven plastic rope were clamped on top of the P.T.F.E. stuffing to seal it.



REASSEMBLY OF AIR PUMP VALVE

After restoration work completed, reassemble on engine using new specially made boiler door type gasket.

NOTE: Gasket supplied by RAM Ltd. who are gasket manufacturers based in Redruth, Cornwall.

Following modifications to increase clearance, there is no longer any juddering on air pump rod.



AIR PUMP THE VALVE CASTING

The casting was shot blast. The centre brass bush had been fouling the pump rod so clearance was increased from .040" to .080". The face to take the boiler door gasket was skimmed to clean by approximately .100". The casting was then painted with two pack paint.

New bronze sq. nuts and washers replaced rusted M20 hexagon mild steel nuts and washers. Due to restricted access a special 34mm A/F x 2ft box spanner was made for these nuts.



PUFFING DEVIL IPA



Whilst rummaging around the internet I recently came across the Puffing Devil India Pale Ale, brewed by the Southern Peak Brewery, North Carolina, USA (southernpeakbrewery.com).

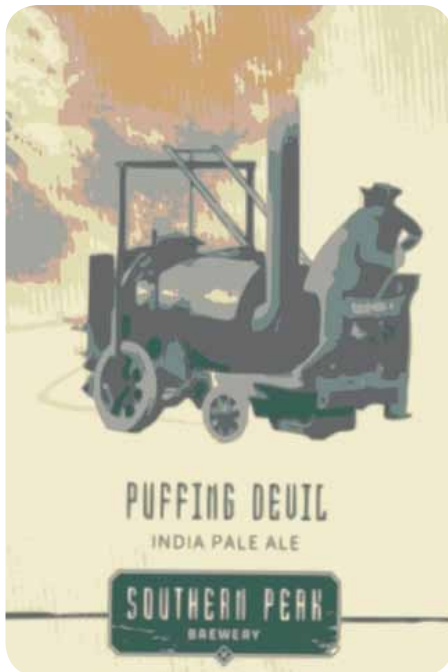
It is described as “Named after the first steam powered locomotive, this powerful yet deceitfully smooth IPA showcases two new hop varieties introduced over eight precisely timed kettle additions. Bold flavours delicately coalesce with a sweet and succulent light body making this devil in disguise undeniably sinful.”

I did contact the brewery in the hope of gleaning some extra information for this note, but got no reply. Still, it is a nice surprise to discover this brew. As you can see from the artwork above it has been brewed more than once using different artwork.

This is not the first beer to honour Trevithick's inventive genius as Keltek Brewery created such a brew in the past.



CNF



NATIONAL EXPLOSIVES FACTORY DESIGNATION

The National Explosives Factory at Upton Towans, Hayle, has been given protected status by the Department of Digital, Culture, Media and Sport. The factory, an offshoot of the Kennall Vale Gunpowder Company of Ponsanooth, was established in 1888 to supply dynamite to the mining industry. The onset of the First World War saw a massive expansion in order to produce cordite for the Royal Navy, when 1800, mostly women, were employed. The remains are spread across an extensive expanse of sand dunes, covering an area of approximately 663 acres (268ha).

This welcome designation owes a great deal to our late President, Bryan Earl, whose book *Cornish Explosives*, undoubtedly provided much of the evidence needed, and importantly placed the historic importance of this explosives factory in context.

MINING ARTEFACT

Whilst on holiday in Cornwall, Puffing Devil crew member, Ralph Ingham made an interesting discovery in the cliffs at Gwithian.

“Approx 200 yards to the Hayle side of the blasted out passage through Strap Rocks there is a brick faced drain where a stream runs onto the beach and vertically above is a cleft in the soft top of the cliff. What seems to have been a recent rock fall has left a tipper truck and the end of a length of 2 ft gauge rail exposed protruding from the cliff face as can be seen in the photograph below.

The track and truck would appear from a distance to be a standard product such as produced by Robert Hudsons of Gildersome Leeds so perhaps this might help date it but how it became buried until exposed by the cliff fall”

<http://www.leedsengine.info/leeds/histhud.asp>

Ralph's email was forwarded to people with a special interest in the dunes. Two responses were:

“As a mining engineer I have come across this type of installation quite often. Here the sand came up the incline from the beach (possibly on a belt conveyer) and at this point there was a transfer (probably onto another conveyer belt), and there would be slight spillage of material at this point (sand sticking to the first belt falling off after the transfer). To avoid a build up at this point under the belt, a wagon would be placed here to catch the spillage. When the wagon was full it would need to be emptied, so it would be pushed from under the belt out seaward on a short section of track (at right angles to the conveyor belts) and the sand tipped back onto the beach. Just a bit of house keeping of the spillage from building up under the belt.”

Nick Burt

Ann Reynolds, Senior Archaeologist, added it to the Historic Environment Record as a specific site spot. (We have the workings as a general location, but not the truck and rails).



PUBLICATIONS

Levant Mine: An Anthology, edited by Peter Joseph and Graham Thorne, is available in a large format paperback edition at £25 and a limited hardback edition at £35, ISBN 9780993502187 (Paperback) 9780993502170 (Hardback).

As I write this in mid-August, we have just received the printer's first proofs for our much trailed autumn book, *Levant Mine: An Anthology*. As a result we expect the book to be available from early October. The 330 page volume contains a very large amount of new material about Levant, ranging from the earliest days as a rich copper producer, right up to the conservation works of the last few years. The story of how the Levant Engine was saved, conserved and returned to steam is also covered in the fullest detail. The stories of the victims and survivors of the man-engine disaster receive their due, as does the neglected final decade of the mine's working. In the absence of a full mine history the Anthology brings together much new research and takes a new look at aspects of the mine's story; it also contains a significant number of hitherto unpublished photographs. It is a major contribution to the history of Levant. Thanks are due to all authors and contributors of material.

A launch event will take place on 9th November at Levant. Full details will be announced shortly.

Graham Thorne



AUTUMN OFFERS

From 30th September to the end of the year we have the following special offers.

Great Wheal Vor by Tony Bennett: The few remaining hardback copies of this great mine history (£40) are available for the price of the paperback (£20). While stocks last.

Cornwall's Fuse Works by Diane Hodnett: Now reduced from £20 to £18 and comes with a free copy of Bickford Smith's 1931 Centenary Booklet.

Wheal Trewavas and *So Very Foolish* (Story of the Wherry Mine, Penzance) total published price £14.99, buy the two for £12.

2020 AGM

The AGM weekend will be based in the Plymouth area on Friday 1st, Saturday 2nd and Sunday 3rd May.

There is a wealth of industrial history in the area, which includes mining, transport, maritime, military, etc.

We are currently preparing a programme for the weekend and an outline will appear in the next newsletter.

SOCIETY MEETINGS PROGRAMME

KEM: 7.30 pm start at King Edward Mine, Tron, Camborne TR14 9DP.

Liskeard: 7.30 pm start at The Long Room, Liskeard Public Hall PL14 6BW.

Friday 11th October (KEM)

Talk on Wheal Kitty.

By Roger Radcliffe

Monday 14th October (Liskeard)

The China Clay Industry: it's history and probable future.

By Ivor Bowditch

Friday 8th November (KEM)

The Murder of Neville Norway.

By Chris Batters

Monday 11th November (Liskeard)

The Redmoor Project.

By Brett Grist

Monday 9th December (Liskeard)

The National Coastwatch.

By Colin Scott

Friday 13th December (KEM)

The China Clay Industry: it's history and probable future.

By Ivor Bowditch

Friday 10th January 2020 (KEM)

National Explosive works with voices of the past.

By Jean Charman

Monday 13th January 2020 (Liskeard)

Mine Buildings of Cornwall.

By Kingsley Rickard

Non-members are welcome to attend.

Non-members £2.00 please.

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<http://www.trevithick-society.org.uk>

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Trevithick Society members are entitled to free entry (on production of the membership card) to the following attractions:

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- Cornish Engines at Pool (East Pool Mine and Michell's Whim)
- Levant
- Geevor Museum
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The Trevithick Society, a registered charity, is a recognised body of the study of industrial archaeology in Cornwall. Membership is open to all who are interested in the region's great industrial past, whether or not they live in Cornwall. The Society takes its name from one of Britain's foremost inventors and pioneers of the Industrial Revolution, Richard Trevithick, a Cornishman whose name is inseparable from the development of steam power. This newsletter is published quarterly and, together with the annual journal, is distributed free to members. Letters and contributions are always welcome and should be sent direct to the editor.

The views expressed in this newsletter are those of the authors and not necessarily those of the Trevithick Society.

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